

AMENDMENTS TO CLAIMS:

This listing of claims replaces all prior versions and listings of claims in the application:

1. (Currently Amended) A light aeroplane of the ultra light class and sport plane category, having a maximum take-off weight (MTOW) of between 452.5 kg and 590 kg, according to US Sport's Plane Category regulations, the category, the aeroplane comprising:
 - 5 an engine, proximate a nose of the aeroplane, with tractor propellers;
a cabin cell, arranged behind the engine, wide enough for two adjacent passenger seats;
a central tube, having at least a 200 mm diameter, extending along a longitudinal axis of the aeroplane;
 - 10 a square profiled tube engaged with and beneath the central tube;
shock strut tubes, for supporting main wheels of the aeroplane, housed in the square profiled tube;
an upward rising tube bend, behind and fixed with back side ends of the shock strut tubes, bordered from the front side by a plastic U-shaped profile in a cross section
 - 15 and defining a back door frame and a local external outline of the cabin above the square profile; and
a space, limited on a lower side by a virtual flat cabin floor, that extends transversely beyond the square profile, in which the free remaining space above the virtual flat cabin floor presents an orthorhombic space of at least 190 cm in length, at
 - 20 least 45 cm wide, and at least 40 cm in height for receiving a person lying on a stretcher
for air-transporting of said person, a maximum take-off weight (MTOW) of the aeroplane being between 452.5 kg and 590 kg, of said person.
2. (Canceled)

3. (Currently Amended) The light aeroplane of the ultra light class and sport plane category according to claim 1, wherein the tube bend is obliquely backward inclined and extends along the inner cell wall, ~~whose doors are a door being fixed~~ laterally above and ~~connect with~~ connected with its back edge at the tube bend and its
5 edge profile, is above at least 100 cm wide and on the height of the upper side of the central tube is at least 120 cm wide, as well as at their lower edge, that lies on the height of the lower side of the central tube, is at least 95 cm wide, so that a stretcher with a length of 190 cm, a 90 cm long leg area with a width of 30 cm is retractile into the cabin after a 20 cm long bevel following a 45 cm wide upper body area in horizontal position
10 oblique-angled ~~with foot~~ with a foot side ahead from obliquely in front and being able hereafter to slide turning ~~into the final~~ into a final position in the cabin, in which it can be blocked parallel to the central tube besides the same.

4. (Currently Amended) The light aeroplane of the ultra light class and sport plane category according to claim 1, wherein the lower ~~side of the end~~ side of end zones of the square profile is braced to the struts guided obliquely to the rear side at the central tube.

5. (Currently Amended) The light aeroplane of the ultra light class and sport plane category according to claim 1, further including a fuel tank arranged behind the square profile, a width of the tank extending beyond the length of the square profile element, comprising a recess on its upper side, in the area of the central tube, in order to
5 house the tube ~~and in the case of the presence of tubing struts, leading and leading~~ from the lower side of the square profile obliquely to the rear side to the central tube, recesses in the fuel tank bottom.

6. (Previously Presented) The light aeroplane of the ultra light class and sport plane category according to claim 1, wherein two frontward pointed supporting rails, parallel to each other, extend from the front side of the square profile in flight direction, the rails being braced by oblique struts extending downward to the front side

5 of the square profile element and on said supporting rail a seat is guided into several positions by a carriage.

7. (Previously Presented) The light aeroplane of the ultra light class and sport plane category according to claim 1, wherein the tank is a container of warm deformed carbon fibre reinforced plastic having a capacity of at least 80 to 120 litres.

8. (Previously Presented) The light aeroplane of the ultra light class and sport plane category according to claim 1, further including an electrical rope capstan with an electric motor and angle gear box arranged behind the square profile, at the central tube, for retracting rope of a rope way for drawing gliders.

9. (Previously Presented) The light aeroplane of the ultra light class and sport plane category according to claim 1, wherein the engine is mounted using a welded tube construction with four thread sleeves directed substantially parallel to each other and frontward, the sleeves defining the edges of a trapezium in order to screw the
5 engine, which sits over the front end zone of the central tube, a charge air cooler being arranged behind the motor mount.

10. (Previously Presented) The light aeroplane of the ultra light class and sport plane category according to claim 1, wherein the aeroplane is designed as single-seater for a gliding trailer, a tank being mounted on the opposite side of the pilot's seat of the central tube.